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# Hong Kong Daily Press.

ESTABLISHED 1857.

No. 14,517 號柒十百伍千肆萬壹第 日陸初月秋年十壹緒光 HONGKONG, FRIDAY, OCTOBER 14TH, 1904. 伍拜禮 號肆十月十一年肆零九月壹英港香 PRICE, \$3 PER MONTH.

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Hongkong, 5th August, 1904. [a1912]

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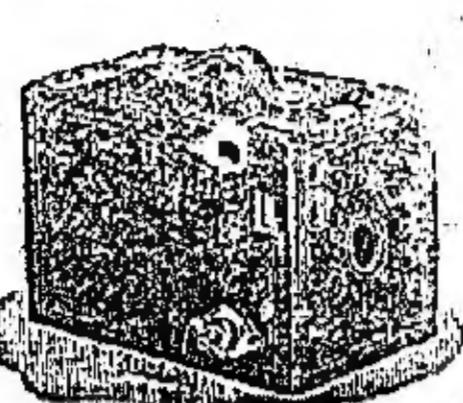
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Hongkong, 7th October, 1904. [a1621]

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(Same Premises as Messrs. Ah Chee). [a38]

Hongkong, 15th August, 1904. [a38]

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[a1153]

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TELEPHONE 460.

Hongkong, 15th August, 1904. [a1708]

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They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz.—

LANE, CRAWFORD & CO.  
Hongkong, 23rd September, 1904. [a324]

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[a238]

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[a5a]

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S. MINAMI, Manager, Hongkong

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IN QUALITY, A BLEND OF THE  
HIGHEST EXCELLENCE.WATSON'S  
CELEBRATED

VERY OLD LIQUEU :

SCOTCH  
WHISKY.IS A BLEND OF THE FINEST  
WHISKIES OF SCOTLAND—SPECIAL-  
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THOROUGHLY MATURED.

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[3]

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dresses with communications addressed to the Editor,  
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All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
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P.O. Box, 33. Telephone No. 12

BIRTH.  
On 7th October, at Shanghai, the wife of the  
Rev. W. NELSON BIRTON, of a daughter.  
DEATH.  
On 12th October, at Iloilo, P.I., of typhoid, H.  
W. STEPHEN, of the Hongkong and Shanghai  
Banking Corporation. [240]

**The Daily Press.**  
HONGKONG OFFICE: 14, DESVRES ROAD. [3].  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, OCTOBER 14TH, 1904.

CONSIDERABLE interest has been taken of late in the affairs of Burma, a colony in which the true British colonizing spirit has been consistently shown, and fair progress made. Particular attention has recently been drawn to a suggestion that this important province should be administered from Home, and not by the Indian Government. REUTER a few days ago informed us that the Home Press looked unsympathetically upon the proposal published in the Times, that the Indian connexion should be severed, and a united Malayan dependency constituted of Burma, the Federated Malay States, and the Straits Settlements. The Times thinks many readers will wonder why this "fascinating and symmetrical scheme," this "apparently obvious regrouping of our Eastern dominions," was not long ago undertaken. It is not, however, so obvious or so simple an arrangement as the Times fancies it to be. The opposition of the Indian Government, which will doubtless be forthcoming, will perhaps be based, inter alia, on the false idea that mere proximity implies fitness. There is no greater reason adducible for the grouping whose prima facie suitability was suggested by the Times. Burmese affairs are neither Indian nor Malayan affairs, and their relationship is thinner than that of China and Japan, which is by no means so close as some Home critics have been accustomed to suppose. It is unnecessary to go so far to disprove that

knowledge of one presupposes some knowledge of another. An administrator in South China would have much to learn in North China, and Indian administrators have as much or more to learn of Burma before any such clogging interference as they have been accustomed to indulge in would be justified. Burma has been starved, its revenues diverted to Indian requirements, and its political interests neglected. As Mr. ALLEYNE IRELAND has explained, externally Burma suffers from the encroachments of France in Siam and in South-Western China, which "have been carried to a successful issue only because the Indian Government had allowed itself to forget, in its preoccupation about trans-Indus affairs, that a strong trans-Sulween policy was called for by Imperial interests in no degree less important than those of the Indian North-West." The Rangoon Gazette, voicing what is apparently the general opinion on the spot, has stigmatised India as "the brake on the wheel of Burma's progress towards prosperity," and blames Indian interference for the facts that Burma's development has been allowed to lag behind that of Ceylon and of the Straits. Released from Indian control, the Rangoon paper says, "our surplus revenues would be spent, not on strategic railways on the North-West Frontier, but on our own roads and on our own railways. Nor would this be all by a very long way. It would no longer be necessary to starve our educational system, which cannot expand and grow without liberal allotments of money. Education is a matter of money." While attracted by the suggestion, the Times does not think the separation at all necessary or advisable. It points out certain advantages of the present connexion, but omits to show that the chief of them would cease to continue if Burma were converted into a Crown Colony. It says: "If we look at Burma's trade in rice and timber, at the increase in cultivation, at the extension in railways, and the spread of irrigation in Upper Burma, we do not think that India can be fairly held to have failed in her stewardship. More might have been done; but it should be remembered that the work of bringing Upper Burma under British administration has in late years somewhat monopolized the attention of the Burmese Government, and that the years preceding 1903 were years when India was fighting for her financial existence and was preoccupied in the terrible and costly campaign against famine."

Exactly. "More might have been done," and it is because the truth of that addendum is so apparent that we cannot join with the Times in believing that the progress of Burma has been "most satisfactory." On the Times's own showing, the superlative was misplaced. However, having discreetly "hedged," the Times finally faces the inevitable, and reaches a safe conclusion by adding: "When, however, the separation comes, it may be hoped that the reasons for the change will not be that the Indian Government has failed in its duty, or has been found lacking in statesmanship; but rather that, having created a prosperous and well-governed province, it must perform hand it over to others, since the administration of India proper is a sufficiently onerous task for any Government." The real question has nothing to do with finding fault with the past. Mr. IRELAND has done so, but that is Mr. IRELAND's way. The point is that Burma, having made marvellous progress under and in spite of India, is capable of still greater expansion, and that this would be likely to come about more expeditiously if the present handicaps were removed.

Mr. Geoffrey Herbert Wright, solicitor, has been admitted to practise in the Supreme Court at Shanghai.

A Sherwood Foresters' dance will be held at Mount Austin Barracks next Saturday evening, commencing at 8 p.m.

Seventeen subscription griffins, the first batch, are expected from Shanghai in a few days by the s.s. Kwong Sang.

Mr. Li Hong Ma, interpreter in the Supreme Court, has just returned from a holiday in Europe. He has still two months of his leave to run, after which he will resume his duties in Court.

A general meeting of members of the Masonic Quadrille Club will be held in the banqueting hall of the Masonic Temple next Wednesday. The first dance will probably be held on the 3rd prox. During the coming season it is intended to have monthly dances, as last year.

A Straits Echo telegram said "An influential syndicate has been formed to create a large cotton-growing area in the Sudan which has been acquired by an American, who intends to import American negroes to work on the plantations." It is rather startling to hear that an American has "acquired the Sudan."

Lieut. D. Pudsey left for home by the C.P.R. s.s. Athenian.

The English and French mails of the 10th and 6th September were delivered in London on the 8th and 10th inst.

Mr. F. P. Hett, solicitor, left by the mail for Home. He is going to be married, and took away with him some beautiful wedding gifts.

In the H.K.F.C. six-a-side competitions yesterday Sandford's team beat Anscott's by two goals to one, and Rutherford's team overcame Chard's by four goals to nil.

It has been reported to Central Police Station that a Jew had been seen to commit suicide by jumping into the harbour. The occurrence was witnessed by an Indian. No body has yet been found.

A message from Moji stated that a Japanese sailing ship, Kosi Maru (137 tons) with a full cargo of salt on board, had been wrecked off Fusan, Korea. After being adrift on the sea for two days, the crew, consisting of seven men, were saved by a British steamer and taken to Moji.

It is said that the British Fleet will arrive here about the 21st inst. when Admiral Sir Gerard Noel, Commander-in-Chief, will confer with Vice-Admiral Bayle, in command of the French Far Eastern squadron, regarding a sight between blue-jackets at Hankow, in which a British stoker, of H.M.S. Bramble, met his death.

The Government says the Penang Gazette, has decided upon a complete re-organisation of the Postal and Telegraph services of Siam. The entire administration of both services is to be placed under control of the Bangkok department, which will be held responsible for their efficient working throughout the whole country.

Some of Pollard's "Lilliputians" are Hongkong children. The repertoire this time includes a musical comedy that has not yet been played in England, but "went well" in both America and Australia. The Robinson Piano Co. did not have to remove the photographs, but they were charged to prevent obstructive crowds in front of their premises.

Mr. A. G. Hills, who has been for over four years the popular and energetic Secretary of the Singapore Club, left that post on the 1st instant to join the firm of Messrs. Powell & Co. Mr. Hills succeeded in the Secretarship by Mr. A. M. Gibson, who was, says the Straits Times, a most popular member of the planting communities in Sumatra and Borneo.

Mr. Fritz Sommer, a member of the British Municipal Council at Tientsin, and a popular sportsman, was married on September 28th at the German Consulate. The China Review, which reports the event, and remarks: "As we do not aim at publishing a Tientsin long list, it will suffice to say that all Tientsin was there," omits to mention the bride's name.

The editor of a certain paper (not in Hongkong) recently received a fine chicken, which he, supposing it to be a token of appreciation from a discriminating reader, took home, and enjoyed for dinner. The following day he received this letter: "Dear Mr. Editor,—yesterday I sent you a chicken in order to settle a dispute which has arisen here. Can you tell us what the chicken died of?"

A disturbance was caused at Riga on the Baltic, by a crowd of one hundred prisoners released under the terms of the Imperial decree issued on the day of the christening of the heir to the throne. The men armed themselves with revolvers, knives and paving stones and attacked the police. Assistant Chief of Police Lishin received three pistol shot wounds, in the head, ear, and arm. The arm had to be amputated.

With reference to the paragraph we published yesterday morning, to give expression to numerous complaints of the dust annoyance caused by the trams, we are reminded that Section 16 of the Tramways Ordinance 1902 requires the Company to water their track from Kennedy Town to Causeway Bay and the Race Course. The road outside the track, of course, has to be watered by the Government contractors.

The appeal in the case of the Holt steamer Culchies was to come before the Admiralty Court at St. Petersburg on September 13th, said the Times about that time. Satisfaction and some surprise was expressed at the compensation to be paid by the Russians for the detention of the British steamers Franklin and Elfrida in the Red Sea last February. There were so many more pressing cases for compensation that these earlier captures had been nearly forgotten.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 3rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner to-night (weather permitting):

March..... "The Belle of Bohemia" Ord Hume  
Overture ... "La Reine d'un Jour"..... Adam  
Selection ... "The Savoy"..... Sullivan  
Selection ... "Three Little Maids"..... Rubens  
Waltz..... "A Greek Slave"..... Sidney Jones  
Two Step ..... "Mumbin Moss"..... Thurber  
God Save the King.

MENU:—Hois d'Œuvres—Sliced Tomatoes,  
Beetroot, Cucumbers, Red Fish on Toast  
Soup—Asparagus and Custard, Fish—Boiled  
and Shrimp—Sauce, Entrees—Rice Birds—  
Fillet of Beef Larded and Mushroom—  
Pate-de-boeuf—Aspic, Joints—Roast Sirloin  
of Beef, Roast Turkey, Cold Pork Ham, Curry—  
Meat, Salad—Scotch Vegetables—  
Boiled Potatoes, Fried Potato Cakes, Lima Beans,  
Stewed Cucumber, Sweets—Sand-Cake Pudding,  
Jam Puffs, Vanilla Ice Cream, Finger Cake,  
Dessert—Fruits in Season, Tea and Coffee.

A northern contemporary hears that the Mess of the 10th have made room for the four Russian officers at Hongkong, who have made themselves exceedingly popular, and are described as being the best of good fellows. One of the 10th, Captain Sexton, has lately passed in the Russian language, and the opportunity offered for further instruction has been eagerly taken advantage of.

"The China Review says: Many bets have been made during the past month that Port Arthur would not fall this month; and the saucy bookmakers seem likely to be rewarded. Several enthusiastic admirers of the gallant struggle made by the besieged garrison are still open to wagers that Port Arthur will hold out another month or more; and we know of more than one fervent follower who is willing to bet that the fortress will neither be taken by the Japanese nor surrendered.

The arrival of the German warship Hansa from the North yesterday was the occasion of quite an unwanted amount of gun salutes. After paying her respects to the Port and the Commodore, the Hansa had to salute the French, Austrian and United States warships presently in harbour, so that between the salutes and the replies firing went on for about half-an-hour. It is to be hoped, by the way, that the excellent band of the Hansa will give Hongkong another opportunity, this visit, of hearing them at the City Hall.

The members of the "Apostleship of Prayer," a religious confraternity in Macao, have established two schools for primary instruction, not only for their own associates, but also for whoever chooses to make use of them. One of these schools—for Chinese alone—has been in working order since May, and has had a daily attendance of 117. The members desire to establish other schools in order to promote the instruction of Chinese boys, Catholic and non-Catholic; to teach them Religion, and the Portuguese and English languages. A free library is also named as an object in the circular soliciting subscriptions.

Henry Martin Smith is missing. He was employed at the Brick Works, Aberdeen, was paid off on Saturday, the 10th ult., and requested to report at the offices of Messrs. Shawan, Tomes and Co. on the following Monday morning for orders. Since nothing is known of his subsequent movements beyond the fact that he took a small portion of his clothes to the Hongkong Hotel, depositing it there to be called for, and leaving another box of his property in his quarters at the works at Aberdeen. Mr. Smith was about 43 years of age, 5 feet 10 inches in height, fair, with a brown moustache, and inclined to stoutness. He was, about thirteen years ago, a member of the Hongkong Police Force.

A local correspondent writes: More than once comment has been made in the Colony on the highly coloured pictures emanating from Japanese imaginations, supposedly illustrative of events in the war in the North. Most of these are too ludicrous to do anything more than to cause a laugh amongst Europeans; but of late some of the specimens exhibited in the streets have been so violently overdrawn and sanguinary that it might be as well for the police to step in and at least exercise a kind of censorship over such posters. One in especial on the Praya side of the Central Market, has been attracting crowds of Chinese every day lately, and its tone is not calculated to improve or uphold the prestige of Europeans (whether they be Russians or Britshers) in the eyes of Occidentals.

Pile-driving on the site of the new Post Office in Des Vœux Road is progressing rapidly, and it is expected that the laying of the concrete foundations will be begun about January. Nearly 1,000 piles have been driven already and 700 more remain to be put down. When completed the piling of this site will be the strongest bit of piling work ever done in the Colony. On adjoining sites the piles average about 25 feet in length. On the Post Office site they range from 45 to 59 feet, and except at the Des Vœux Road end, where the bedrock is sooner reached, they are driven to their full limit. The big friction driver lately started on the job is putting down about ten or twelve piles a day and giving every satisfaction. Thanks to it chiefly, the contractor will be able to finish well within his time; if the building operations are carried out with as much expedition the building ought to be ready for occupation even before the date contemplated in the contract.

The Straits Times says: Report has it that Mr. H. P. Wilkinson, the Judge of the British Consular Court at Bangkok, will be recalled from that post when his present term of office expires in December, and return to his former position as Acting Crown Prosecutor in the British Court at Shanghai. Mr. Wilkinson is the son of the distinguished Chief Justice of the Hongkong [sic] and Shanghai Supreme Courts. It will be remembered that he adjudicated in the recent Tilleke Case, so called, and that he caused the arrest and incarceration of Mr. Gough, the Editor of the Siam Observer, for the comments published in that paper in regard to his (Mr. Wilkinson's) judgment in the case. This drastic action of the judge elicited a strong cry of indignation protest from the English press both at Home and in the Far East, and is now generally conceded to have been in the nature of a *fauz pas*. At any rate the incident excited certain feelings of resentment in various quarters at Bangkok and elsewhere, and therefore the news of Mr. Wilkinson's transfer to another sphere of usefulness in the Service is not entirely unexpected.

BLAZE AT MONGKOKSHUI.

At about 7 p.m. last night fire broke out in a matchshed, in which scaffolding poles were stored, at Mongkokshui. Before long the whole matchshed was in flames, a red glare being seen in the sky for many miles around. A crowd of Chinese watched the bonfire. The Fire Brigade turned out, but it must have been a quarter to eight before the engine had enough steam up for pumping. Luckily the wind was off the shore, so other matchsheds, farther inshore, were comparatively safe. Had the wind been blowing from the Harbour these would have probably caught alight. The matchshed was razed to the ground.

## TELEGRAMS.

[PRIVATE TELEGRAM.]

## INTERPORT SHOOTING.

SINGAPORE WON.

SINGAPORE, 13th October.

Mr. Mowbray Northcote yesterday received a telegram to this effect: "Last range, 291."

[That means that the points made at the 600 yards range were 291, or one more than Hongkong made. Singapore is, therefore, at the head of the competition so far.]

[REUTER'S SERVICE.]

## THE MARSEILLES STRIKE ENDED

LONDON, 11th October.

The strike at Marseilles is over and the difficulties ended. The Messageries has resumed all sailings.

## RESIGNATION OF LORD MILNER.

LONDON, 11th October.

Lord Milner, High Commissioner of South Africa, will resign his appointment at Christmas.

## PILOTS' EXAMINATION.

FOUR EUROPEANS PASS.

Five European candidates for Hongkong Pilot Certificates were examined at the Harbour Master's Office yesterday. Four passed and the other failed.

The successful candidates were Captains Mason, Walker (master of the river steamer Kwong Tung), McIlroy and Bell Smith.

The examiners were Mr. Basil R. H. Taylor, Assistant Harbour Master; List, Knox, R. N. (King's Harbour Master); Capt. Brown, of the Hongkong and Kowloon Wharf and Godown Company; Capt. Melise, of the Hongkong and Whampoa Dock Company's tug Robert Cooke; and Capt. Hall, the surveyor.

The certificates will not be issued till enough pilots pass to fill in the limited number of licences—ten—to be issued. The ordinance will then come into force, and unlicensed pilots will not be allowed to fly.

There has been some talk amongst the European candidates of running a pilot launch.

## HONGKONG WEDDINGS.

Yesterday morning Mr. W. H. Williams, head master of Saikyipun Anglo-Chinese School, and Captain of the Hongkong Football Club, was married to Miss Emily Watkin, of Birmingham, who arrived by the N. D. L. s.s. Princess Alice. The ceremony was performed at the Union Church, by the Rev. C. H. Hickling. Mr. E. F. Aucttacted as best man, and Mrs. Hooper in lieu of bridesmaids. Mr. Owen Hughes gave the bride away. The wedding dress was of ivory crêpe de Chine. A very fair number of friends of both bride and bridegroom were present, those of the bride being passengers by the Princesse Alice. At the conclusion of the ceremony the newly-wedded couple walked down the aisle to the strains of the Wedding March, played on the organ by Mr. W. Brand. After the usual showers of rice, Mr. and Mrs. Williams went in chairs to Tang Yuen Boarding House, where they intend to reside. Here, friends gave them hearty congratulations. There were many beautiful presents. Mr. and Mrs. Williams left for Macao on their honeymoon yesterday afternoon.

Mr. Thos. Shand, Electrical Engineer at the Taikuo Sugar Refinery, and of Biggar, Scotland, was married at the Union Church yesterday to Miss Sarah Owens, of Laureston, Edinburgh. Mr. R. A. Ferguson was best man, and Miss Hickling bridesmaid. Mr. T. W. Robinson, gave the bride away. Rev. C. H. Hickling performed the ceremony, and Mr. Brand acted as organist. Mr. and Mrs. Shand left for Macao by the *Huengshan*.

## AN IMPETUOUS JUDGE.

The Straits Times says: Report has it that Mr. H. P. Wilkinson, the Judge of the British Consular Court at Bangkok, will be recalled from that post when his present term of office expires in December, and return to his former position

## NEW COMMANDER-IN-CHIEF IN COREA:

TOKYO, 7th October.  
General Hasegawa leaves Tokyo to-day for Corea.

## OPERATIONS NEAR MUKDEN.

TOKYO, 7th October.  
The Japanese have already occupied the heights of Sanhuihsien (520 feet), directly south of Mukden, and not far from the Yentai branch line of railway.

LONDON, 7th October.  
General Sakharoff reports that all was quiet on the 4th inst., except scouting skirmishes four miles from the Yentai coal-mines.

There has been a sharp fight in the vicinity of Hunlipin station, wherein a Japanese squadron and four companies of infantry were engaged. The Japanese losses were considerable.

## THE DURATION OF THE WAR.

TOKYO, 7th October.  
There is a growing belief here that the war will last a long time. There will be no ground for surprise if it should continue for two years or more.

## THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

The report states that the directors had hoped to place before the shareholders the adjustment of the accounts as compared with the estimated figures for the year 1902, but, in view of the auditors requiring to have before them the accounts for the year ended December 31, 1903, before they certify final figures, the directors regret that it is not yet possible to do so. They are, however, able to state that apparently the adjustment entails the alteration of the profits for the year from £219,567 to £208,270, or £11,296 less than the figures anticipated in the last report. Shareholders will be asked to pass a resolution adjourning the meeting in order that the profit and loss account and balance-sheet may be made up so soon as the accounts are received from the Asiatic Petroleum Company (Limited) for the first and second halves of the year 1903, the accounts of the company depending on them.

The interest due from the Nederlandsche Industrie en Handel Maatschappij, for which no credit was previously taken, will be treated as revenue for 1903. Important developments have taken place in the position of the company, in so far as their participation in the European business is concerned. The cost of shares in the Petroleum Product Action-Gesellschaft, shown in the last balance-sheet at £98,500, has been increased to about £161,250, representing one-third of the present paid-up capital of the company, which has been raised to 9,000,000 marks. The remaining two-thirds were subscribed equally by the Deutsche Bank and the Stena Romana Actie Gecelleneit fitt Petroleum Industrie. A contract has also been entered into by which ocean transport is secured. The position and prospects of the Nederlandsche Industrie en Handel Maatschappij have very materially improved. The production of crude oil from the Borneo fields during 1903 was 153,486 tons, as compared with 122,600 tons during 1902. The production for 1904 to August 27 has been 186,359 tons, made up of approximately 53,000 tons during the first three months and about 133,000 tons during the following (about) five months. With the object of more conveniently defining the financial relations between the two Companies, it has been decided to place the indebtedness of the Nederlandsche Industrie en Handel Maatschappij to the Company in the form of Bonds bearing interest at 5 per cent per annum, repayable from time to time by the Nederlandsche Industrie en Handel Maatschappij, as its funds permit. In addition, a scheme of amortisation, which is thought to be more in accordance with the conditions, has been adopted.

## BUDDHISM IN SINGAPORE.

The following letter was addressed to the Straits Times. It may interest readers to know that the Lord Abbot referred to is also a European, an Irishman. His correct title is U Dhammako:

SIR.—Could you spare me a couple of lines in your valuable columns to correct the statement which appeared in yesterday's edition from the Lord Abbot A. Dhammako to the effect that I had left the Buddhist Priesthood owing to having vacated my "Kyaung" (Monastery) during the "was" or Buddhist Lent?

The facts were these. Owing to a letter I received from the Bhikkhu Ananda Maitriy (European Secretary of the "Buddhasasana Samagama" or International Buddhist Society of Rangoon) I returned to that place, as he practically had recalled me owing to the fact that I had received some money from home and thus broken my vow of poverty. It was pointed out, however, that it was a minor offence I could be re-ordained if I wished.

Having completed my "Shun-pyu," or term of meditation, however, I decided to return to lay-life, though ultimately I intend to accept the offer of re-ordination and return to the "Sangha" or Yellow Robe.

Trusting I have not trespassed unduly on your space.

Yours fraternally,  
C. A. ROBERTS  
(alias A. Dipamakara).

Singapore, 3rd October, 1904.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report.—  
On the 13th at 11.35 a.m. The barometer has fallen at all stations, but more particularly in N. China and N. Japan.  
Gradually very slight on the Coast of China and over the China sea. Light N.E. winds are probable over the whole of this region. Forecast: Light E. winds, fine.

## SUPREME COURT.

Thursday, 13th October.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH  
(PUISNE JUDGE)

## CLAIM AGAINST A CLUB.

The Taek Lee firm sued the Nan Wa Shu Shat Club for \$36,70 for goods sold and delivered. Mr. F. X. d'Almada Castro, solicitor, appeared for the plaintiffs, and Mr. C. F. Dixon, solicitor, of Mr. John Hastings's office, for the defendants.

Mr. Dixon said that in this case he had a technical objection to make against the writ in its present form. The Nan Wa Shu Shat Club was a small private club, not registered under the Companies' Act, so that any proceedings should be taken against some member and not against the club as a club. With regard to the goods mentioned in the particulars of the claim, they were supplied not to the club or any member of the club, but to a friend of a member who was staying at the club. This man had never been applied to for payment but he was perfectly willing to settle the account as soon as it was presented to him.

His Lordship asked for evidence to be led before he could pronounce upon the objection raised on behalf of the defence.

Mr. d'Almada proceeded to call evidence with reference to the ordering and delivering of the goods.

After hearing witnesses for the other side His Lordship overruled Mr. Dixon's objection, but gave judgment for the defendant with costs.

## A BRICK CONTRACT.

In the action in which the Wing Moo firm of brick contractors, 333, Des Voeux Road Central, sued the Po Yick firm contractors, 252, Queen's Road East, for \$364,01, being money owing of 10,000 Army bricks sold and delivered to the defendants on 10th September, judgment was given for the defendants with costs. Mr. F. X. d'Almada Castro, solicitor, appeared for the plaintiffs, and Mr. S. W. Tso, solicitor, for the defendants.

## POLICE COURT.

Thursday, 13th October.

BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE).

## THEFT FROM POWELL'S.

Cheng Ming was charged with stealing \$306.90 worth of silk from Messrs. Powell and Company's store.

The manager of the firm identified five pieces of silk as their property. He did not miss them till the police told him about the matter. One of the clerks, Chan Ting Shiu, had absconded. Kassim Ahmed, an Indian storekeeper of No. 32, Wellington Street, deposed that the defendant came to him with a sample of silk, for which he asked \$25 a yard. Witness asked him to bring along the whole piece, and the man fetched a roll of black glossy silk. He seemed afraid though, and thus aroused suspicion. Witness told him to fetch the silk again next day; and he followed him cautiously to find out where he lived. The house proved to be No. 36, Lyndhurst Terrace. Witness reported the matter to the police, and next day the man was arrested.

Defendant said that the missing clerk had asked him to sell the silk.

Six months imprisonment and six hours' stocks.

## NO ASSAULT.

A Colonial Office chit coöde charged a *tukong* with assault. Defendant denied the charge. He had, certainly, arrested the man, as, with his long hair, he looked like a rogue and vagabond.

The case was dismissed.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

## AN OLD "FRIEND."

One of the warders of Victoria Gaol arrested a Chinaman in the street, recognising him as a man who had been punished. The defendant was sentenced to 12 months' imprisonment and six hours' stocks.

## DISORDERLY SAILORS.

Three blue-jackets were charged with disorderly conduct at West Point. One of them was fined \$3 for misbehaving himself in the street, \$3 for refusing to pay ricksha hire, \$3 as compensation, and \$5 for assault. The other two were fined \$3 each.

## THEFT FROM THE GODOWN CO.

A Chinaman was sentenced to six weeks' imprisonment for stealing a blanket and tin of tobacco, property of the Hongkong & Kowloon Wharf & Godown Co.

## A TIMELY EXPLANATION.

An interesting letter from a Russian doctor is given by the *Arbeiter Zeitung*. He describes the terrible effect of the Japanese artillery fire at Wa-fang-kau, and explains incidentally how the Japanese came to be accused of firing on the Red Cross. As the fire was increasing in intensity a communication reached the hospital, that there were many wounded in the firing line. Three hospital wagons, with Red Cross attendants and two doctors, at once started, and came under fire as they drove to the front. A horse was shot, and shrapnel shells burst all round the wagons. "See," writes the doctor, "that is how stories originate that the Japanese fire on the Red Cross. The Red Cross acts imprudently, and the blame is thrown on the Japanese."

## AN OFFENSIVE SIGNAL.

"CHELTENHAM'S" CREW COMPENSATED FOR HARSHIPS.

One of the first actions tried in which the question of contraband of war has been raised was brought by sixteen seamen of the steamship *Cheltenham*, at the Guildhall on September 9th, when they each obtained £10 damages and costs against the owners, the Austin Friars Steamship Company.

Appearing for the plaintiffs, Mr. Pattison said that on November 24, 1903, the defendants entered into a contract with the plaintiffs for a voyage from Bremerhaven to the East Indies. The vessel appeared to have gone with coal to Colombo, and thence light to Rangoon. They then sailed to Yokohama with rice.

The vessel then sailed to Chemulpo, arriving on April 24, when she obtained a cargo of railway material and sailed for another place in Japan or Korea. Next she loaded with railway material on May 1 and arrived at Chemulpo on May 22, taking in coals and rails, and went to the seat of war with locomotives, sleepers, and telegraphic apparatus. On July 2 three ships were sighted, which turned out to be part of the Vladivostock fleet, and they were called upon to heave to.

Russian officials went on board and the vessel was taken as a prize. Thirty sailors from the man-of-war were put on board, and mines were also taken on board, with instructions that if there was an attempt to capture by the Japanese the vessel was to be blown up.

A Prize Court was held, when the ship and cargo were condemned, and the crew kept waiting for two or three weeks. They were subsequently sent by train on the Siberian Railway to St. Petersburg, and the journey occupied about three weeks owing to the congested state of the traffic. Now, the third-class carriages on the Siberian Railway were not quite so comfortable as—

Mr. Miller (for the defence). The Chatham and Dover line.

Mr. Pattison went on to explain that the men were only able to get one meal a day, and this was insufficient. They had no proper sleeping accommodation in these beautiful carriages, and they were nearly starving. The captain then wanted to pay them off up to the time they were captured by the Russians. The plaintiffs also complained that they had been put into a very dirty lodging-house. Considering that these men had been put to all these hardships, seas studded with mines, dirty and improper lodgings, Mr. Pattison thought they were not only entitled to their wages, but to the £10 damages for breach of contract claimed.

Several of the men gave evidence, and described the five days spent in St. Petersburg after capture by the Russians. The accommodation was such that they paid for beds out of their own pockets. The meal consisted of one ounce of meat, a small loaf of bread, and a cup of tea, and sometimes soup.

Mr. Miller submitted that there had been no breach of contract, and that the agreement terminated at the loss of the ship, either by capture or wreck. The seizure of the vessel by the Russians terminated the agreement. The question was whether the captain had the right to carry contraband of war, and he contended that he had, and that the men knew that they must take the risk. There was nothing illegal in carrying contraband.

Alderman Smallman found for the plaintiffs, because they had not been told that they were carrying contraband.

The seamen of the steamship *Cheltenham* asked later for summonses against the Austin Friars Steam Shipping Company at the Guildhall, claiming the payment of their wages. They had already obtained damages and costs against the owners.

Counsel for the owners claimed that the men's agreement terminated at the time of capture by the Russian man-of-war, but the magistrate granted the application. A date was fixed for the hearing.

## THE YELLOW DANGER.

The *Penang Gazette* is one of the papers that still regards the Yellow Danger seriously. In a recent editorial it remarks:—

But now we have seen in the hands of coloured fanatics, and the results are already beginning to make the world wonder. For although the Japanese, who apply by letters written in their own blood for the privilege of immolating them, and who rush to inevitable destruction, display in these respects the characteristics of old-fashioned Oriental war drunkenness, their madness has in all the cold-blooded method of the most scientific modern militarism. They have better ships, better guns, and more effective powder than their white adversaries. They have equal, if not superior, training in the use of all the latest scientific devices for man-killing. Every art known to modern science, from wireless telegraphy to the highest development of naval architecture, is at their disposal. A complete revolution has thereby been effected in the conditions of warfare between the white and the coloured man.

At present Mongolia is for the most part still in its century-long lethargy, but the evidence of its near awakening from this strange sleep, and seeing again the fire of racial fanaticism in its blood, which may rush at the other extreme, cannot be denied. What would be the result of such a revival amongst the Orientals, able to make war according to the most up-to-date European methods? It is only necessary to look this question calmly in the face to see that the much ridiculed "Yellow Peril" is not the bogey of here to-morrow.

The C.P.R. steamer *Empress of Japan* arrived at Vancouver at 10 p.m. on Tuesday, the 11th October.

MISCELLANEOUS.  
The s.s. *Chun Tat* brought 2,000 tons of rice and 100 tons of wood from Bangkok for Messrs. Butterfield & Swire.  
The s.s. *Fau Song* arrived from Sourabaya yesterday with 2,300 tons of sugar.

Arrivals report fresh N.E. monsoon.

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD;

(Some Premises as Messrs. Ah Chee).

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Hongkong, 8th August, 1904.

## SCURRILOUS PUBLICATIONS IN PEKING.

IN PEKING.

We have been waiting for some time past to see whether any notices would be taken in Peking of the insignificant looking little sheet published in the simplest vernacular that all may read, the *Ching Hua Jih Pao*; but apparently neither the Chinese authorities nor the Foreign Legations have recognized its pernicious influence. In any other country the absurdity and obvious inaccuracy of the statements made would suffice to defeat its own ends, as among European peoples an exaggerated and burlesque style of journalism rarely achieves anything beyond its own discredit. But in China it is otherwise, and no assertions with regard to foreigners or Western institutions and doctrines are too far-fetched and ludicrous to admit of acceptance. We must always remember in considering Chinese questions that we are dealing with a people who in the mass can still believe a posse of soldiers can travel in a Suratoga trunk, and the banging of a tin can save the moon from premature destruction. What more readily digested, then, than the much more reasonable suggestion that the men carried away over the unknown seas are going to certain tyranny, bondage, and untold suffering? Though the emigration work is an exclusively Anglo-Chinese interest, we have alluded above to the Foreign Legations collectively and not to the British Legation exclusively because we have also to remember that an indignation consciously or unconsciously excited by one Power acts indirectly on all, and insults and falsehoods permitted against one class of "foreigners" are apt to come home to roost, like curses, on all irresponsibly. The condition of the country at the present juncture is distinctly tattered. Any spark however small may fan into a flame, and it behoves all nationalities to preserve a united front and resolutely quell anything which savours of popular excitement and hostile prejudice. We fear that there is once more an inclination in Peking to say "it is naught" when significant indications are drawn attention to, and once again we reiterate our cry of four years ago that timely action will save trouble. This scurrilous sheet which is permitted to breathe forth its lying fables in the ears of the masses will stir up a feeling of alarm and an hysterical apprehension which will quickly cease to discriminate between national and national, if any distinction even now exists.

Here is a specimen translated: "We have repeatedly referred in our columns to the enlistment of coolies for the Transvaal mines by the British Government, and the conditions of the same. This step is due to the greediness of the English people for gain. Now we hear that, although the Englishmen are employing the coolies in the same way as horses and cows, they ill-treat them by giving them only \$12.50 per man per month while they have to pay as much as \$50 to each of the native negroes every month. This is really great insult to the poor country people who are mostly enticed by sweet words to go abroad by low class Chinese contractors. But as the coolies are so poor and ignorant they are willing to go there and give up their lives to listening to the good advice of their fellow countrymen. What a pity this is. Now the Governor of Shantung has received a letter from some Chinese merchant abroad giving details of the way the coolies are ill-treated and insulted in South Africa at the hands of the merciless mine owners whose actions are beyond the power of the pen to describe. On account of this H.E. Chou-fu has informed the British Consul at Chefoo and had the coolie emigration in the province stopped at once. We congratulate the people of Shantung on having such a good and clear-headed Governor to look after their interests." *Peking Times*.

## AN IMPERIAL DECREE.

The following Chinese Imperial Decree was dated Peking, 6th October:—

Pan Chingtan, Supervising Censor, has memorialized the Throne that the Imperial Chinese Railway Administration having established a coal store with private share capital outside Chengyang gate of Peking, the land tax be now ordered to be paid on the said Administration to the Board of Revenue and the Governor of the Imperial Prefecture of Peking be ordered to see if it is carried out and that at present matters of railway administration are carried on by Sheng Hsuan-hui and there are many government lands leased for the administration without reference to the Waiwun, etc.

Sheng Hsuan-hui is in charge of railway and mining affairs and uses many government lands and he has to pay taxes thereon, and all the accounts in connection with all the railways and mines under his charge have to be presented to the Board concerned to be properly audited. Therefore we hereby command the Board of Commercial Affairs to appoint duly qualified deputies to proceed to (Shanghai) and investigate and audit, together with Sheng Hsuan-hui, all the revenue and expenditure of all the railways and mines under his charge and to make a

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until unclaimed.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Teleggraphic Address: PRESS. Codes: A.B.C., 5th Ed.

Liebers.

P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

THE CATHOLIC UNION.

BY special request the Drama "ST. LOUIS IN CHAINS" and the Farce "THE BLUE DEVILS" will be repeated TOMORROW (SATURDAY), 15th instant, commencing at 9 P.M.

Admission ..... \$1. Tickets can be had at the above address, where the plan of seats is on view.

Hongkong, 14th October, 1904. [2436]

THE TRADE MARKS ORDINANCE  
1893.

APPLICATION FOR REGISTRATION OF  
TRADE MARK.

NOTICE IS HEREBY GIVEN that WONG HI CHI of No. 231, Temple Street, Mongkok, Kowloon, in the Colony of Hongkong, carrying on business as a Chemical Manufacturer under the style or firm of WONG SAM KING has on the 1st day of October, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK (the correct translation of which in English is Wong Sam King) surrounded by a fancy border in the name of WONG HI CHI, who claims to be the Sole Proprietor thereof.

The TRADE MARK has been used by the applicant in respect of the following goods: vermilion dye in Class I.

A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 13th day of October, 1904.

O. D. THOMSON,  
50, Queen's Road Central,  
2437  
Solicitor for the Applicant

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, OERLICHEN, SAMARANG, SOERABAIA & MACASSAR, (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship

"TJIPANAS,"  
Captain P. Zwart, will be despatched for the above ports on or about FRIDAY, the 21st inst.

For information as to Freight and Passage, apply to the

Head Agent of the  
JAVA-CHINA-JAPAN LIJN.  
(Alexandra Buildings, 3rd Floor),  
Hongkong, 14th October, 1904. [2433]

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship  
"KENNEBEC" will be despatched as above on or about the 12th November.

For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 14th October, 1904. [2433]

RE JANET ROSE HARMON,  
DECEASED.

All persons having any claims against the Estate of JANET ROSE HARMON late of Oakwood Court, Kensington, London, Widow (formerly of Hongkong) who died on the 26th August, 1904, are requested to send particulars thereof to us and all persons owing any money to the said Estate are requested to pay the same to us forthwith.

Dated this sixth day of September, 1904.

GEO. ARMSTRONG & SONS,  
Solicitors,  
2401 Newcastle upon Tyne.

RUINANT PERE & FILS, REIMS  
Established 1719.

CHAMPAGNE BREWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)

LAUTS, WEGENER & CO.  
Sole Agents.

Hongkong, 18th May, 1904. [21]

AMoy ENGINEERING CO., LD. AMOY  
CALL FLAG E.

REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron.  
Moderate charges. Work solicited.

J. D. EDWARDS,  
Manager.  
Amoy, 3rd December, 1903. [150]

REGISTRATION  
OF  
TRADE MARKS IN CHINA.

Copies of the  
EXPERIMENTAL REGULATIONS  
proposed by the Chinese Government to come into force on the 23rd inst. may be obtained at the Daily Press Office.

Price 25 cents each. Cash with order.

Hongkong, 6th October, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For further particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.  
Hongkong, 20th May, 1904. [2265]

## ENTERTAINMENTS

THEATRE ROYAL

CITY HALL.

COMMENCING

MONDAY, OCTOBER 17TH,  
Under the Distinguished Patronage of H.E.  
Sir MATTHEW NATHAN, K.C.M.G.

POLLARD'S  
LILLIPUTIAN  
OPERA COMPANY.

MONDAY, OCTOBER 17TH, and  
TUESDAY, OCTOBER 18TH,

"THE BELLE OF NEW  
YORK"

WEDNESDAY, OCTOBER 19TH, and  
THURSDAY, OCTOBER 20TH,

"THE GEISHA"

FRIDAY, OCTOBER 21ST, and  
SATURDAY, OCTOBER 22ND,

GRAND VICE REGAL NIGHT.

"A GAIETY GIRL"

SATURDAY AFTERNOON, OCTOBER  
22ND, at 3.30 P.M.

GRAND MATINEE.

"A GAIETY GIRL"

Plans Now Open at the ROBINSON  
PIANO CO.

Hongkong, 10th October, 1904. [2413]

THE HONGKONG CRICKET CLUB.  
(Reserve Team).

THERE will be a PRACTICE GAME TO-  
MORROW (SATURDAY), October 15th, commencing at 2.15 P.M. in the HAPPY  
VALLEY. All those desirous of playing will  
kindly communicate with the undersigned or  
with A. C. BURR, Esq. H. M. S. "Tamer," before  
Noon, or FRIDAY next, the 14th instant.

Particulars as to ground, &c., will be supplied  
to intending players. All members and Naval  
Subscribers are eligible except those in the  
Reserved List.

PHILIP W. GOLDRING,  
Cars of Geo. K. Hall Bruton, Esq.  
39 & 41, Des Vaux Road,  
Hongkong, 13th October, 1904. [2431]

A SMOKING CONCERT  
will be given by

THE VICTORIA RECREATION CLUB,  
Assisted by many of the leading Vocalists  
of the Colony.

TO-MORROW (SATURDAY),  
(the 15th inst.), at 9 P.M. sharp,  
in the CLUB GYMNASIUM, Kowloon.

Admission ..... \$1.00

A launch will leave Blake Pier for Kowloon  
at 8.30 P.M. sharp.

Arrangements have been made with the Star  
Ferry Co., Ltd., to run a Late Launch from  
Kowloon at 12.15 A.M.

HAROLD C. AUSTEN,  
Hon. Secretary,  
Hongkong, 13th October, 1904. [2432]

NOTICE.

MESSES. GIBB, LIVINGSTON & CO.'s  
OFFICES are This Day REMOVED  
to ST. GEORGE'S BUILDING, Third  
Floor (Corner of Chater and Ice House Roads),  
Hongkong, 10th October, 1904. [2408]

NOTICE.

I HEREBY BEG to inform Drinkers of  
TANSAN, that I have ceased to use Corks  
made by the London Crown Cork Co. as they  
have given me dissatisfaction, and that I am  
now using a Cork which will keep the water in  
excellent condition and free from ullages.

J. CLIFFORD WILKINSON,  
Kobe, Japan;  
Solo Agents, Hongkong—  
H. PRICE & CO.,  
12, Queen's Road Central,  
Hongkong, 3rd October, 1904. [2359]

TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the  
Power of Attorney given by Mr.  
PIERRE PAUL LE MAIRE to Mr.  
ERNEST ARTHUR MEURER is revoked  
as from the 3rd instant.

(Signed) PAUL LE MAIRE,  
by his Attorney Paul Barbillon,  
Hongkong, 11th October, 1904. [2417]

THE SWATOW GRASS CLOTH, SILK  
and DRAWN THREAD WORK  
DEPARTMENT.

Wholesale and retail quotations particulars  
and samples, will be sent free on application to  
the above depot.

Swatow, 8th June, 1904. [2160]

ROYAL AERATED WATERS  
MANUFACTORY.

PRODUCE the Highest Class AERATED  
WATERS in the Far East on account  
of their High Class Machinery and also of the  
superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and  
HINCLIFFE, LIMITED, Aerated Water  
Engineers and Chemists, Manchester, visited our  
factory recently in the course of a tour amongst  
Easter Aerated Water Makers, and was greatly  
surprised at the compactness of our factory and  
also the methodical way in which everything  
pertaining to the making of Aerated Waters  
was carried out. He also expressed himself  
strongly on the absolute cleanliness of our  
whole establishment, which he assured us was  
equal to any he had yet visited and superior to  
a great many. He also reported that the  
quality of our goods were of a first-class nature,  
and they showed that scrupulous care was  
exercised in the course of their manufacture.

Order Books and Price List, Please apply to  
FACTORY and OFFICE, West Point, Tel.  
367, Depôt, Ice House Street. Tel. 374.

F. P. DANENBERG,  
General Manager.  
Hongkong, 11th May, 1904. [122]

REGISTRATION  
OF  
TRADE MARKS IN CHINA.

Copies of the  
EXPERIMENTAL REGULATIONS  
proposed by the Chinese Government to come into force on the 23rd inst. may be obtained at the Daily Press Office.

Price 25 cents each. Cash with order.

Hongkong, 6th October, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For further particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.  
Hongkong, 20th May, 1904. [2265]

## PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY  
YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 20th OCTOBER, 1904, at NOON, for the purpose of receiving the report of the Directors together with statements of account for the year 1903 and for the half year ending 31st June, 1904, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 19th October to the 20th October, both days inclusive.

By Order of the Board.

C. MONTAGUE EDE,  
Acting Secretary.  
Hongkong, 20th September, 1904. [2273]

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY  
GENERAL MEETING of SHARE-  
HOLDERS will be held at the OFFICES of the  
Undersigned at 12 o'clock (Noon), on  
FRIDAY, the 1st proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st proximo, both days inclusive.

JARDINE, MATHEW & CO.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, 23rd September, 1904. [2339]

GOUDA CHEESE.

JUST Unpacked—A Large Consignment of  
the above CHEESE Guaranteed to be  
Fresh and of Excellent Quality.

Price ..... 75 cents per lb.

A trial solicited.

H. RUTTONJEE,  
No. 5, D'Aguilar Street,  
and  
36 to 38, Elgin Road, Kowloon.  
Hongkong, 13th October, 1904. [2430]

GOUDA CHEESE.

Information has been received that

the above CHEESE is to be delivered to  
the above address.

Practices will commence at 4 P.M. on SATUR-  
DAY, October 15th, 1904, if the range is clear.

By Command,

F. H. MAY,  
Colonial Secretary.  
Hongkong, 10th October, 1904. [2412]

CHRISTMAS AND  
NEW YEAR GIFTS  
FOR HOME FRIENDS.

## INSURANCES

## NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1830.

THE Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.Also to accept proposals for LIFE ASSUR-  
ANCE. Prospects on application.

TUKNEE &amp; CO., Agents.

Hongkong, 23rd September, 1903. [207]

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.TOTAL FUNDS AT 31ST DECEMBER, 1903  
£16,898,650.I. AUTHORIZED CAPITAL, £30,000,000  
SUBSCRIBED CAPITAL ..... 2,750,000  
PAID-UP CAPITAL ..... 687,500 0 0  
III. FEE FUNDS ..... 3,056,961 12 3The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SUEWAN, TOMES &amp; CO., Agents.

Hongkong, 18th June, 1904. [188]

THE  
WESTERN ASSURANCE COMPANY OF  
TORONTO AND LONDON,  
INCORPORATED A.D. 1851.

## MARINE BRANCH.

THE Undersigned having been appointed  
AGENTS for the above are prepared to  
accept Risks at current rates.

ALEX. ROSS &amp; CO., Agents.

Hongkong, 28th April, 1904. [121]

L UNION OF PARIS FIRE INSURANCE  
COMPANY, LIMITEDTHE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to accept Risks against Fire at current  
rates.

SIEMSEN &amp; CO., Agents.

Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LA-CHAPELLE.THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REITTER, BROCKELMANN &amp; CO., Agents.

Hongkong, 21st April, 1897. [9]

## PHOENIX FIRE OFFICE.

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAK &amp; CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [29]

BOARD AND RESIDENCE  
"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision, Excellent Cuisin  
and Accommodation.Apply—MANAGERESS,  
Macdonell Roador  
FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

## BOARD AND RESIDENCE.

MRS. GILLANDER'S  
"GLENWOOD,"  
CAINE ROAD.

Hongkong, 19th March, 1904. [2265]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.Apply to Mrs. MATHER,  
2, Pedder's Hill,

Hongkong, 1st January, 1902.

MITSU BISHI DOOKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I., A.B.C., Scott's and Engineering Co'd  
Usd.

DOCK No. 1 (at TATEGAMI).

Extreme Length ..... 523 feet.

Length on Blocks ..... 513

Width of Entrance on Top ..... 89 "

Width of Entrance on Bottom ..... 77 "

Water on Blocks at Spring Tide ..... 284 "

DOCK No. 2 (at MUKAIJIMA)

Extreme Length ..... 371 feet.

Length on Blocks ..... 359

Width of Entrance on Top ..... 66 "

Width of Entrance on Bottom ..... 53 "

Water on Blocks at Spring Tide ..... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.The COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
with POWERFUL SALVAGE PLANT  
READY at SHORT NOTICE. [1703]

## "THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest,  
Profusely Illustrated, descriptive of the  
people, Customs, &c., of the Far East.The kindly Press criticisms, both Continental  
and American, that the production of this  
Magazine has evoked is eloquent testimony of  
the sterling merit of the publication.

Price ..... \$1.50.

On Sale at "NORTH CHINA HERALD"  
OFFICE, Shanghai;MESSRS. KELLY & WALSH  
Hongkong;or and all leading Booksellers in the Far East  
Hongkong, 14th February, 1903.

## INTERESTING WAR VIGNETTE.

The destruction of a Russian battery in one of the recent engagements is picturesquely described by M. Nemirovitch Danchenko, the well-known novelist and special correspondent of the *Russki Slovo* and Associated Press.

"Can anything," he says, "be more terrible than the death of a whole section of an army under our eyes when you see the process of destruction and are unable to do anything whatever to prevent it? It was impossible to leave the 4th Battery on its old position—a hill cutting through our centre, where only two insignificant battalions were stretched over a distance of two and three-quarter versts. Two Japanese batteries loomed in front of ours. They were perfectly covered, while our 4th Battery stood quite open before them. The enemy turned two guns upon our left flank, and began to thunder, unseen by us, from the remainder of his guns against our 4th Battery, of which they had become tired. At half-past ten it was still working. The rattle of its quick-firing guns did not allow me to define whether the Japanese had machine guns or not. Others heard them. I could not catch these regular merciless sounds. To see as we did yesterday the flat top of hills, and on it the black small lines of the guns—eight lines, eight ammunition boxes behind them on the slope. Underneath them something black is scattered. It is the screen. Fire flashes and small white clouds appear now and then from the black lines either from each separately or in volleys. All at once the battery becomes silent. The enemy thunder at it from the other side. No answer. We become strangely excited. What does this silence mean? Black spots are running in all directions on the yellow platform—they are bursting, some important movement is taking place, something sudden. Why are the guns silent, why do they not answer? Thank Heaven! There is a crack of one gun of another of a third. They have hurled their deficient shells upon the enemy. A volley, a second, a third! It seems impossible, from here, that the Japanese can withstand such a fire. A minute, another, and they will be silenced. We wait for this with beating hearts. It seems to us somehow that such an end would only be justice, nothing else. We follow the smoke of the explosions on the opposite side. These are our shells exploding, and scattering away, as we imagine, scores, hundreds of the enemy. The 4th Battery, so suddenly revived, does not cease firing—it thunders incessantly, and all the black slopes send back the echoes in a dull, disconnected fashion. The echoes carry the sounds far, far away to where the other batteries in their turn roar at the enemy's position. The soldiers look round with a self-satisfied air. 'That's how we work; they will know us.' We none of us guess that the unfortunate 4th Battery is now struggling for its life, counting its last minutes, spending the last atom of its force. Black spots continue to run from the ammunition boxes to the black lines. Our steel jaws roar to the utmost. We are far from guessing the despair, the death agony, in this thunder. But what is this? Never—and it is my second war—did I see anything like it. The Japanese guns have lifted their black muzzles from behind the crests that surround them, and have set to work to destroy this unhappy yellow hill, with its tiny black lines, black spots, and black cubes, from which innumerable black tendrils are now trailing. It is an orgy of exterminating fire! I look with anguish in my heart. The idea that they were engaged in a military invasion of Saghalien is the purest nonsense. They were engaged solely in operations connected with the fishing industry by which they subsisted. The *Toba Maru*, their vessel, was laden with salt, not with ammunition or weapons of war, and the party that landed from her numbered a palty 16. But the people of the neighbourhood seem to have been intimidated, for they removed elsewhere. On the 28th of July a deputation came from a neighbouring village with a pitiful complaint of semi-starvation owing to the non-arrival of supplies usually sent from Vladivostok. Gunji gave them a quantity of food. On the 29th they again presented themselves, and urged that as the villagers were still alarmed, Gunji should go to explain matters. He went, taking an interpreter and a physician. The three never came back. In their stead there arrived on the 2nd of August a company of some 50 Russian soldiers who shot 14 of the fishermen. The remaining two escaped to their ship, which sailed at once for Shimushu. That seems to be the whole story.—*Japan Mail*.

## MR. MCAWBEER'S DESCENDANTS.

No nineteenth century personage has bequeathed a more numerous progeny to the twentieth century than Mr. Wilkins McAawber, the man who was always "waiting for something to turn up." As with the progenitor, so with the progeny—they turn up nothing themselves, but wait for something to turn up. They are a crew of patients. They live upon hope and die fasting. Mr. Cecil Rhodes was in no way related to the McAawber family. He came to South Africa to make his fortune, and not being content to wait until something turned up, turned up something himself, and a very good turn up it was, viz., diamonds. When Mr. Rhodes left England to seek his fortune he had but youth on his side, but not good health. How he succeeded in winning good health and an immense fortune all the world knows. But note that the good health came first. That is the natural, the inevitable order: health first, and wealth second, third, fourth, perhaps not at all—but health first, always. What is the matter with the McAawber family that accounts for their failure in everything they undertake? Chronic laziness, you say. Yes, truly; but why chronically lazy? We will undertake to diagnose the novelist's greatest creation, and assert with confidence that Mr. McAawber suffered from indigestion. That theory at once accounts for his love of ease, his want of energy, and fatal habit of letting the world slide.

"For many years," writes Mrs. Veeluda Rossouw (who lives back of Saville Engineering Works, Jeppe Town, Johannesburg), in a letter dated April 14th, 1904, "I suffered from indigestion. All the symptoms of that distressing complaint were present, some of them in a very aggravated form. From time to time my appetite almost ceased; and when I did eat, it always produced pain at the chest. Severe headaches have already fallen close by. There a whole battery is coming to an end amid terrible convulsions. God be praised! It is possible that the forces of the Japanese have failed them. They are gradually becoming silent. Their shots are rarer. The wind has already time to carry away the smoke of shrapnel and the brown

shell fumes. A few moments more and everything is silent. We look—and we do not believe our eyes. It is not a battery, it is the cemetery of a battery. The black lines are powerless and silent. No black spots are discernible, and the little cubes are moving downwards. The battery itself is buried under heaps of shrapnel fragments and the debris of shell; it is literally covered by them; there is not a free space. It was necessary to save what could be saved, to take off the gunlocks and remove the ammunition boxes. The removal of the guns could not be thought of. No horses could enter this hell and emerge alive. I looked long at this burial place of dead guns. Their lives were short but noisy—perhaps more to be envied than the slow existence of others that are now being dragged along the dust and mud of the Manchurian roads. The abandoned guns lie like corpses in the yellow sand, covered by lead, cast iron, and steel. New black spots are rapidly approaching them from the other side. They move, collect, disperse along the edge of the flat sand open fire upon our centre, if we may call it two batteries stretched along two and three-quarter versts."

"Alarmed at the serious state of my health, I tried a great number of medicines that were recommended by one and another of my friends but obtained no more than temporary relief from the best of them. When, however, at length I tried Mother Seigel's Curative Syrup (the world-renowned remedy of which Messrs. A. J. White, Colonial, Ltd., corner of Princes and Diesel Streets, Port Elizabeth, Cape Colony, are proprietors), all this changed. A few days after I first began to take the Syrup, I perceived a welcome return of appetite. The pains from which I had so long suffered began to decrease, and gradually left me until they were gone entirely. Now, after a short course of the medicine, I am as well as ever. I was in my life, and gratefully recommend the means of my cure."

For sapping energy, and transforming the young into the old, indigestion is not to be matched in a catalogue of all the diseases. The number of people who have learned this truth from painful experience is legion. Here is another of them—Mrs. Scoble, of Commissioner Street, Johannesburg—who writes thus on 19th April, 1904: "For many years I was without proper appetite, and suffered greatly from sleeplessness. The doctors who attended me said that mine was a case of general debility, but I fear they did not correctly understand it, for they were unable to do me any good. That was a task reserved for Mother Seigel's Curative Syrup. When, acting upon advice, I began to take that wonderful remedy, it at once became clear to me that my troubles were nearly over. I have to thank it for my complete cure."

Both Mrs. Rossouw and Mrs. Scoble have now the health and energy proper to their respective ages, and are as unlike Mr. McAawber as possible.

[183]

## PORT ARTHUR AND SEBASTOPOL.

A *Globe* correspondent wrote: "I have hanging in my hall two lithographs from a painting by N. Whittock, and dated March 6, 1857, 'Sebastopol Before the Siege' and 'Sebastopol After the Siege.' These two pictures suggest a remarkable historical coincidence. It was just half a century ago this month that the allied armies of this country and France established themselves before this Russian fortress near the south-west extremity of the Crimean Peninsula and the Black Sea. Sebastopol was then counted impregnable, just as the Russians have accounted Port Arthur to be. For 20 years before the siege of 1854 Russia had been strengthening the harbour fortifications and land defences of Sebastopol, and though the work was not entirely completed when the siege began, yet Russia felt confident the fortress could never be taken. The modern gun had not then been invented, yet the loss of life was none the less awful, and Sebastopol will always be counted one of the bloodiest battle grounds the world has ever known."

Begun September, 1854, the siege of Sebastopol lasted until September, 1855, a full year. The garrison in the fortress was usually, it is said, about 30,000 men. The number of guns mounted at the time of the final assault being some 800 odd, several times that number having been rendered unserviceable during the progress of the siege. The Russian loss in the defence was 84,000 men. The French loss in the offence was 24,500, and the total loss of the allies was not fewer than 60,000. The entire loss of the besieged and besiegers must have been 150,000. The siege of Port Arthur began early this year, and has continued fully six months. The Russian commander claims that he can hold out for an indefinite period, but the Japanese have been gaining one outer fortification after another, and the announcement of the fall of Port Arthur at any time would not cause any surprise. The guns of the Japanese have been doing tremendous damage in the city, but the loss of life within the fortress does not yet reach the record of the Crimean siege. Of course, the besieging force is larger than that of the allied army, and the Navies of the two countries are playing a conspicuous part at Port Arthur, which was not the case at Sebastopol. Russia, in 1854, believed that her fortress could not be taken. Russia holds to the same belief now in 1894. Will history repeat itself in just half-a-century, and Port Arthur meet the same fate as Sebastopol?

[183]

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS  
Hongkong, 31st July, 1903. [188]

PURE FRESH WATER.

THE HONGKONG STEAM WATER  
BOAT CO. LTD., is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.

Call Flag W.

J. W. KEW,  
Manager,  
1st Floor, 37, Connaught Road  
Hongkong, 13th June, 1903.

WHISKIES.

BUCHANAN'S CELEBRATED  
BLEND OF SCOTCH WHISKY are  
Supplied by Royal Warrant of Appointment to  
His Majesty King Edward VII. The Prince of  
Wales, and also to the House of Lords and the  
House of Commons.

Buchanan's Whiskies are recognised throughout  
the World as the Best.

BUCHANAN BLEND ..... \$12.50  
Black and White ..... \$16.50  
Royal Household ..... \$20.50

Try one case and you will never want any other  
Whisky.

A. CHAZALON & CO.,  
Wine Merchants and General Storekeepers,  
6, Queen's Road.

Hongkong, 22nd August, 1904. [205]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE  
FORE ALWAYS FRESH

ELEY'S, SCHULTZES, AMBERITE  
and KYNOCK'S SPORTING  
CARTRIDGES 5, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to SSSG. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902.

AUCTIONS

## SHIPPING.

## ARRIVALS.

CARL DIEDERICHS, German str., 774, H. Schlaikier, 12th Oct., Haiphong 9th Oct., Hiehau 11th Oct., General Jelzen & Co., CHOWTAI, German str., 1,115, H. Texor, 12th October, Bangtak 5th Oct., General Butterfield & Swire, FAUANG, British str., 1,410, R. Cox, 12th Oct., Sourabaya 4th October, Sugar Jardine, Matheson & Co., HANSA, German cruiser, 5,900, Weber, 13th October, from Tientsin, KWONGSANG, British str., 1,427, P. M. B. Lake, 13th Oct., Shanghai via Swatow 9th Oct., General Jardine, Matheson & Co., MELITA, French str., 200, Le Prevost, 13th October, Toulon 5th October, General Bradley & Co., SIEH, British str., 3,216, James Rowley, 12th Oct., Yokohama 7th October, Ballast, Dodwell & Co., SLOVAKIA, German str., 3,206, L. Madson, 13th October, Hamburg and Singapore 7th Oct., General Jardine, Matheson & Co., ZWENKA, British str., 982, J. Nesbit, 12th October, Rangoon 30th Sept., Kerosine Oil—Order.

CLEARANCES.  
AT THE HANSA'S MASTER'S OFFICE.

Azhan, German str., for Bangkok, Hainan, British str., for Swatow, Hawick Hall, British str., for Diamond Island, Hove, French str., for Kwangchowwan, Lapei, American str., for Manila, Orange, Norwegian str., for Bangkok, Tintou, German str., for Bangkok.

## DEPARTURES.

12th October, RINALDO, British ship, for Shanghai, ROSARIO, British ship, for Manila, 13th October, AFRICAN PRINCE, British str., for Manila, CHILLI, British str., for Tientsin, HALIAN, French str., for Pakhoi, HOISANG, British str., for Saigon, JAPAN, British str., for London, KWEIYANG, British str., for Swatow, LAEKH, British str., for Saigon, MATHILDE, German str., for Tomra, MEFOO, Chinese str., for Shanghai, PATROCLUS, British str., for London, PRINCESS ALICE, German str., for Shanghai, RAJABURU, German str., for Bangkok.

## VESSELS IN DOCK.

AKEDDEN DOCKS.—U. S. S. Pathfinder, Kowloon DOCKS.—U. S. S. Pomy, U. S. S. Fathomer, U. S. S. Bainbridge, U. S. S. Chauncy, Kuan, Bowron, Karin, COSMOPOLITAN DOCK.—Lilia.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship.

## "HAITAN."

Captain Roach will be despatched for the above ports, TO-DAY, 14th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,  
General Managers.

Hongkong, 10th October, 1904.

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEGAEAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship.

"CAPRI."  
Captain Belkito, will be despatched as above TO-MORROW, the 15th instant, at Noon. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 7th October, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship.

## "PUNDUA."

Captain Thomson, will be despatched as above on SUNDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 16th October, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS—POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line as "Caledonian," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 17th October. Specie and Parcels received until 4 P.M. on the same day. No Cargos will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contests and Value of Packages are required.

For further particulars, apply at the Company's Office.

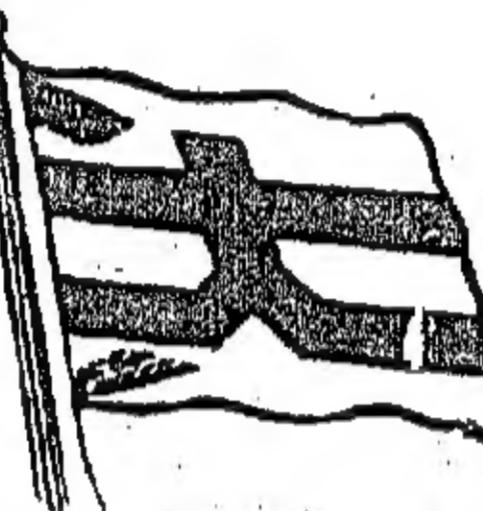
L. BRIDOU,

Acting Agent.

Hongkong, 6th October, 1904.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.	22nd inst., Noon.
LONDON, AMSTERDAM & ANTWERP	PINGSUEY	Brit. str.		BUTTERFIELD & SWIRE	25th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.		BUTTERFIELD & SWIRE	8th Nov.
MARSEILLES, &c., VIA PORTS OF CALL	JASON	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	22nd Nov.
BEEMEN, VIA PORTS OF CALL	ZETEN	Ger. str.	F. von Binzer	MESSAGERIES MARITIMES	18th inst., 1 P.M.
HAVRE & HAMBURG	SUVIA	Ger. str.	Negre	MELCHERS & CO.	26th inst., Noon.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	won Döhren	HAMBURG-AMERIKALINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schilke	HAMBURG-AMERIKALINIE	15th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Madsen	HAMBURG-AMERIKALINIE	29th Nov.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	Schoenfeld	HAMBURG-AMERIKALINIE	13th Dec.
ARMENIA	TRISTE	Ans. str.	Jahrg	HAMBURG-AMERIKALINIE	27th Dec.
AUSTRALIA	ACHILLES	Brit. str.	Forst	SANDER, WIELER & CO.	29th inst., P.M.
TELESTRE, &c., VIA SINGAPORE, &c.	PROVIDENCE	Brit. str.	Mistriago	BUTTERFIELD & SWIRE	22nd Inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	Williams	BUTTERFIELD & SWIRE	22nd Nov.
GENOA, MARSEILLES & LIVERPOOL	CLAVERBURN	Brit. str.		FEHAN, TOMES & CO.	About 16th inst.
NEW YORK	ALBENGIA	Ital. str.	Parker	CARLOWITZ & CO.	About 23rd inst.
NEW YORK, VIA SUEZ CANAL	KENNEBEC	Brit. str.	Petersen	STANDARD OIL CO.	About 12th Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	DODWELL & CO., LTD.	DODWELL & CO., LTD.	About 18th Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	E. OF CHINA	Brit. str.		CANADIAN PACIFIC R. CO.	19th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.		CANADIAN PACIFIC R. CO.	2nd Nov.
VICTORIA (B.C.) VIA TACOMA VIA JAPAN	LIPKA	Brit. str.		DODWELL & CO., LTD.	20th inst.
VICTORIA (B.C.) VIA SEATTLE VIA NAKA	YANGTZE	Brit. str.		PORLAND & ASIATIC CO.	27th inst.
PORLAND, OREGON	NUMANTIA	Brit. str.		GIBL, LIVINGSTON & CO.	To-morrow, 11 A.M.
AUSTRALIAN PORTS	BRACHMANN	Brit. str.		BUETEFIELD & SWIRE	21st inst., 4 P.M.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.		BUETEFIELD & SWIRE	27th inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.		BUETEFIELD & SWIRE	To-day.
TAIWAN	TAIWAN	Brit. str.		BUETEFIELD & SWIRE	About 21st inst.
ICHANG	SIAMIA	Brit. str.		BUETEFIELD & SWIRE	About 25th inst.
SHANGHAI	BANCA	Brit. str.		BUETEFIELD & SWIRE	To-morrow.
AMOY & SHANGHAI	PUNDUA	Brit. str.		BUETEFIELD & SWIRE	Daylight.
AMOY, STRAITS & RANGOON	M. STRUVE	Brit. str.		BUETEFIELD & SWIRE	16th inst., Daylight.
TAMSUI, VIA SWATOW & AMOY	T. BRANDT	Brit. str.		BUETEFIELD & SWIRE	16th inst., Daylight.
ANPING, VIA SWATOW & AMOY	PROVIDENCE	Brit. str.		BUETEFIELD & SWIRE	23rd inst., Daylight.
SWATOW, AMOY & FOOCHOW	F. FRITHJOFF	Brit. str.		BUETEFIELD & SWIRE	19th inst., Daylight.
MANILA	H. HARALDSEN	Brit. str.		BUETEFIELD & SWIRE	To-day, 10 A.M.
MANILA DIRECT	R. RODGER	Brit. str.		SHewan, Tomes & Co.	21st inst., 4 P.M.
BATAVIA, CHIEN-SAMARANG, &c.	G. S. WEIGALL	Brit. str.		SHewan, Tomes & Co.	22nd inst., 10 A.M.
BOMBAY VIA SINGAPORE & PENANG	F. Zwart	Brit. str.		SHewan, Tomes & Co.	About 21st inst.
SINGAPORE, PENANG & CALCUTTA	Belsito	Brit. str.		DAVID SASOON & CO.	To-morrow, Noon.
SINGAPORE, PENANG & CALCUTTA	J. G. Spence	Brit. str.		JARDINE, MATHESON & CO.	18th inst., 3 P.M.
	KUMSANG	Brit. str.			25th inst., 3 P.M.



## OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS	LEAVING
"TAMSUI, VIA SWATOW AND AMOY"	SUNDAY, 16th Oct., at Daylight.
"ANPING, VIA SWATOW AND AMOY"	WEDNESDAY, 19th Oct., at Daylight.
"TAMSUI, VIA SWATOW AND AMOY"	SUNDAY, 23rd Oct., at Daylight.
On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.	
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.	T. ARIMA, Manager

## FOR

## TAMSUI

## AND AMOY

## ANPING

## VIA SWATOW

## AND AMOY

## TAMSUI

## VIA SWATOW

## AND AMOY

"M. STRUVE" SUNDAY, 16th Oct., at Daylight.

"T. BRANDT" WEDNESDAY, 19th Oct., at Daylight.

"PROVIDENCE" WEDNESDAY, 19th Oct., at Daylight.

"K. KORNELINSEN" SUNDAY, 23rd Oct., at Daylight.

"F. FRITHJOFF" H. HARALDSEN SUNDAY, 23rd Oct., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

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T. ARIMA, Manager

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, STEAMERS WILL CALL AT GIBRALTAR AND SOUTH AMERICAN PORTS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION STEAMERS.

STEAMERS	LEAVING	DEST

**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th November.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 8th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTSZE"	On 1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th October, 1904.

[10-11]

**CHINA NAVIGATION CO.  
LIMITED.**

V.O.M.  
KOBE ..... \* "ICHANG" ..... On 14th October.

AMOY and SHANGHAI ..... + "TAIWAN" ..... On 15th October.

FORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE ..... + "TAIYUAN" ..... On 27th October.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th October, 1904.

[12]

**INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.**

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION)

FOR STEAMERS TO SAIL

\* MANILA ..... "LOONGSANG" ..... Friday, 21st Oct., 4 P.M.

\* SINGAPORE, PENANG &amp; CALCUTTA "KUMSANG" ..... Tuesday, 25th Oct., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 12th October, 1904.

[13]

**SOUTH AFRICAN LINE OF STEAMERS.**

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL. The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY" .....	Captain J. P. Dawson.
S.S. "COURTFIELD" .....	Captain J. W. Martin.
S.S. "CRANLEY" .....	Captain W. E. Steele.
S.S. "IKBAL" .....	Captain A. Jennings.
S.S. "ASCOT" .....	Captain G. E. Cox.
S.S. "TWEEDDALE" .....	Captain T. M. Milne.
S.S. "LOTHIAN" .....	Captain J. C. Williamson.
S.S. "INKUM" .....	Captain E. S. Pearce.

For Freight, apply to

GIBB, LIVINGSTON & CO.,  
AGENTS.

Hongkong, 27th September, 1904.

[2030]

NIPPON YUSEN KAISHA.  
AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE &amp; BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

Captain A. E. Moses, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 1st October, 1904.

[2350]

DAMPFSCHIFFS RHEDEREI "UNION-ACTIEN GESELLSCHAFT, HAMBURG."

FOR NEW YORK VIA SUEZ CANAL.

THE Steamer

"CLAVERBURN,"

Captain Parker, will be despatched for the above port or about TUESDAY, the 16th October.

For Freight, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 13th September, 1904.

[2221]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS IN CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL &amp; CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

[10-11]

**VESSEL ON THE BERTH  
FOR SINGAPORE, PENANG AND CALCUTTA.**

## THE Steamship

## "LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON &amp; CO., LTD., Agents.

Hongkong, 12th October, 1904.

[2422]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamer

## "MALT."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd OCTOBER, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Britannia," 6,525 tons, from Colombo.

Passenger's accommodation in which vessel is secured before departure from Hongkong.

Silks and Valuables, all cargo for France, and Tea for London (under arrangement), will be shipped from Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed from Bombay by the R.M.S. "Mongolia," due in London on the 4th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th October, 1904.

[1]

THE AVERAGE MARKET PRICES

STEAMERS.

AGINCOURT, British str., 2,874, H. T. Worshop.

Hainan Island 1st Oct.—Gilmans &amp; Co.

ANGHIN, German str., 1,001, F. Schaefer.

10th October.—Bangkok 2nd October, Miles.

Butterfield &amp; Swire.

AUSTRALIAN, British str., 1,784, A. H. Schwab.

12th Oct.—Yokohama 7th Oct., General.

Gibb, Livingston &amp; Co.

BENALDER, British str., 1,959, C. R. McIntosh.

12th Oct.—London and Singapore 5th Oct., General.

Gibb, Livingston &amp; Co.

BOUNDOU, French str., 997, Sisco, 9th October.

Saigon 4th October, Rice—Chinees.

CAPIRI, Italian str., 2,718, G. Belotti.

5th Oct.—Bombay 17th Sept., and Singapore 29th, Mails and General—Castrol &amp; Co.

COPTIC, British str., 2,744, F. H. Armstrong.

7th Oct.—San Francisco 8th Sept., Mails and General—O. &amp; O. S. N. Co.

DECIMA, German str., 794, Schlukier.

27th September—Mojii 23rd September, Coal.

Sandor, Wiele &amp; Co.

ELE, Norwegian str., 708, Christopher.

30th Sept.—Hilo 26th September, General.

Sandor, Wiele &amp; Co.

FELIX, British str., 3,046, E. Bestham.

27th Sept.—Vancouver 5th Oct., Mail.

General—C. P. B. Co.

GAEA, German str., 635, H. Dahl.

10th Oct.—Chefoo 4th October, General—Chinese.

HAIFAN, British str., 1,183, T. S. Roach.

12th October, General—Butterfield &amp; Swire.

KAMPO, German str., 900, Nonn, 10th Aug.—Nanchang 25th Aug., General—Douglas.

LAM, French str., 705, Godineau, 12th Oct., "Aiphong via Poitiers 10th Oct., General.

A. R. Marty.

LARSEN, British str., 4,800, T. G. St. John.

12th October—Liverpool and Singapore 6th Oct., General—Butterfield &amp; Swire.

LARSEN, British str., 900, Nonn, 10th Aug.—Nanchang 25th Aug., General—Bradley &amp; C.

LEGAT, American str., 363, D. Yribar.

10th October—Manila 7th October, General.

Brett &amp; Co.

LIGHTNING, British str., 2,122, J. G. Spence.

10th Oct.—Calcutta 24th Sept. and Straits 5th Oct., General—D. Sason &amp; Co.

## POST OFFICE NOTICES.

One bag of correspondence of the eleven, despatched from Seattle by the s.s. *Calchas* on the 7th July last, reached Hongkong on the 13th inst., via Peking. The *Maria Valeria*, with the French mail of the 16th ult., left Singapore on Tuesday, the 13th inst., and may be expected here in or about Wednesday, the 14th inst. This packet brings replies to letters despatched from Hongkong on the 13th August.

## MAILS WILL CLOSE

FOR

PER

DATE

Macao		Wednesday	14th, 7.00 A.M.
Canton		Friday	14th, 7.30 A.M.
Manila		Friday	14th, 8.00 A.M.
Kolo		Friday	14th, 9.00 A.M.
Swatow, Amoy and Foochow		Friday	14th, 9.00 A.M.
Quang Chow, Wan, Hollow, Pakhoi & Haiphong		Friday	14th, 9.00 A.M.
Newchwang		Friday	14th, 11.00 A.M.
Shanghai		Friday	14th, 11.00 A.M.
Macao		Friday	14th, 1.15 P.M.
Nagasaki, Kobo and Yokohama		Friday	14th, 4.00 P.M.
Konkoon, Kumtuk, Samshui, Shining, Takking and Wuchow		Friday	14th, 5.00 P.M.
Canton		Friday	14th, 5.00 P.M.
Namiao		Friday	14th, 5.00 P.M.
Sanbue		Saturday	15th, 7.00 A.M.
Canton		Saturday	15th, 9.00 A.M.
Manila		Saturday	15th, 10.00 A.M.
Hollow and Haiphong		Saturday	15th, 10.00 A.M.
Singapore, Penang and Bombay		Saturday	15th, 10.00 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Saturday	15th, 10.00 A.M.

S H A N G H A I, N A G A S A K I, K O B E, Y O C H A M A, H O N O L U L U A N D S A X F R A N C I S C O...  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macao		15th, Printed Matter and Samples	10.00 A.M.
Amoy and Shanghai		Registration	10.00 A.M.
Swatow, Amoy and Tamsui		Registration with late fee of 10 cents, up to 10.45 A.M.	
Amoy, Straits and Rangoon		Letters	11.00 A.M.
Namiao		Saturday, 15th, 4.00 P.M.	
Sanbue		Saturday, 15th, 5.00 P.M.	
Macao		Saturday, 15th, 5.00 P.M.	
Namiao		Sunday, 16th, 8.00 A.M.	
Sanbue		Sunday, 16th, 9.00 A.M.	
Canton		Sunday, 16th, 9.00 A.M.	
Konkoon and Kumtuk		Sunday, 16th, 9.00 A.M.	
Macao		Sunday, 16th, 9.00 A.M.	
Konkoon, Kunchuk, Samshui, Shining, Takking and Wuchow		Sunday, 16th, 9.00 A.M.	
Namiao		Monday, 17th, 1.15 P.M.	
Sanbue		Monday, 17th, 5.00 P.M.	
Europe, &c., India via Tuticorin		Monday, 17th, 5.00 P.M.	
Lots Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.		Monday, 17th, 5.00 P.M.	
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		Tuesday, 18th, 5.00 P.M.	

Europe, &c., India via Tuticorin		Printed Matter and Samples	10.00 A.M.
Lots Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.		Registration	10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		Registration with late fee of 10 cents, up to 10.45 A.M.	
Europe, &c., India via Tuticorin		Letters	11.00 A.M.
Lots Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.		Saturday, 15th, 4.00 P.M.	
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		Saturday, 15th, 5.00 P.M.	
Europe, &c., India via Tuticorin		Saturday, 15th, 5.00 P.M.	
Lots Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.		Sunday, 16th, 8.00 A.M.	
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		Sunday, 16th, 9.00 A.M.	
Europe, &c., India via Tuticorin		Sunday, 16th, 9.00 A.M.	
Lots Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.		Monday, 17th, 1.15 P.M.	
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		Monday, 17th, 5.00 P.M.	
Europe, &c., India via Tuticorin		Monday, 17th, 5.00 P.M.	
Lots Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.		Tuesday, 18th, 5.00 P.M.	

Macao		Printed Matter and Samples	10.00 A.M.
Namiao		Registration	10.00 A.M.
Sanbue		Registration with late fee of 10 cents, up to 10.45 A.M.	
Macao		Letters	11.00 A.M.
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Macao		Saturday, 15th, 5.00 P.M.	
Namiao		Sunday, 16th, 8.00 A.M.	
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Canton		Sunday, 16th, 9.00 A.M.	
Konkoon and Kumtuk		Sunday, 16th, 9.00 A.M.	
Macao		Sunday, 16th, 9.00 A.M.	
Konkoon, Kunchuk, Samshui, Shining, Takking and Wuchow		Sunday, 16th, 9.00 A.M.	
Namiao		Monday, 17th, 1.15 P.M.	
Sanbue		Monday, 17th, 5.00 P.M.	
Macao		Monday, 17th, 5.00 P.M.	
Namiao		Tuesday, 18th, 5.00 P.M.	

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (E.C.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Europe, &c., India via Tuticorin  
Lots Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.

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Lots Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.

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